

WOODEN CARS ABLAZE ON "L"; 20 HURT IN PANIC AFTER CRASH

SLAYER OF EIGHT IN HOME TELLS HOW ONE OLD VICTIM FOUGHT IN VAIN FOR LIFE

Yonkers Coroner Convinced Nurse Really Killed Aged Inmates of Home.

WILL EXHUME BODIES.

One Old Man Knew He Was Being Chloroformed and Struggled in Vain.

Corroborative evidence has been obtained by Coroner Dunn of Yonkers which establishes to his satisfaction the truth of the story told last Thursday and repeated last night by Frederick Mors, formerly an attendant in the German Odd Fellows' Home, near Yonkers, that eight of the aged inmates of the home were murdered because they were senile and troublesome to the attendants. No more fiendish tale than that of Mors could be imagined.

Frederick Reichert, an attendant, in a long statement to the coroner today, told of conditions in the home which made the place a regular hell for the helpless inmates. Max Ring and Frank Schmidt, attendants, examined last night and early this morning, did not know that Mors had made a confession to the District Attorney of this county, but their stories dovetailed in with that of Mors in the most convincing way.

Adam Bangert, superintendent of the home; Ring, Schmidt and Reichert are in custody in the White Plains Jail, held as material witnesses. A warrant was issued today for the arrest of Mors, who was sent to Bellevue Hospital as a suspected lunatic after he had told his story of wholesale murder. Mors will be taken to the White Plains Jail this afternoon or to-morrow and held to await the action of the authorities.

MAY HAVE TO SEND CASE TO THE BRONX.

Coroner Dunn and District Attorney Weeks of Westchester County plan to have Mors indicted for murder, but it may be found necessary in the interests of justice to shift the case into Bronx County. The German Odd Fellows Home was until recently located in Unionport, Bronx.

Mors has confessed that while the home was at Unionport he killed three of the old people, two with

BERLIN WAR OFFICE REPORTS REPULSE OF FOES EAST AND WEST.

BERLIN by wireless to Sayville, L. I., Feb. 6. (Associated Press).—Army headquarters today issued the following statement:

"Two new French attacks against positions taken by the Germans north of Massiges remained unsuccessful. A French attack in the Argonne also failed.

Russians yesterday attacked on the East Prussian frontier and south of the Vistula against the German front from Humm to the Bzura River. All attacks were repulsed. The Germans made 1,000 prisoners and took six machine guns. "Especially from the British, but also from the French side, the allegation is repeated continuously that the Germans, to commemorate the Emperor's birthday, made attacks on a large scale, which were attended throughout with heavy reverses for the Germans. All German official reports of events on the day in question prove that this allegation is without foundation. The Germans cannot touch the Emperor's person, but the German army headquarters would not fail to expose their baseness to shame."

ROBBER USES VICTIMS IN GETTING \$11,000

Makes Bank Cashier Bind Up Bookkeeper With Wire, Then Himself, and Escapes With Cash.

LIMA, N. Y., Feb. 6.—A lone bandit entered the Bank of Lima here at noon today, holding up the cashier and bookkeeper with pistols, escaped with about \$11,000, leaving the two men bound with wire.

The robber, wearing long false whiskers and dark glasses to conceal his features, appeared at the bank carrying a revolver in each hand. He forced Langdon Parmley, the cashier, to bind John Grey, the bookkeeper, with telephone wire and then ordered Parmley to tie his own feet together.

With the two men helpless, he swept off all the money behind the cashier's cage and walked out the back door, making good his escape. The Sheriff and Rochester police are working on the case.

WANTS CARS TO STOP BOTH SIDES OF STREET

Dowling Thinks Near-Side Ordinance Is Wrong When Snow Covers Ground.

Alderman Frank L. Dowling will introduce an amendment to the ordinance which compels trolley cars to stop on the near side of the street. The amendment will compel cars to stop on both sides of the street—at least when the ground is covered with snow and slush.

"The near-side ordinance does not accomplish much during this weather," says Alderman Dowling, "and for that reason I think it ought to be changed so that cars will be compelled to stop on either or both sides of crossings, as the occasion may demand. I shall introduce the amendment at Tuesday's meeting of the Board."

KISSED, HE SUES FOR \$1,500.

Washington Man Objects to Smack by Actress in Theatre.

WASHINGTON, Feb. 6.—C. M. Griffin and his wife went to the Casino Theatre last Monday to see "The Southern Homebuds." To-day Griffin sued the Southern States Producing Company, the troupe's owner, and A. J. Bachrach, proprietor of the Casino, for \$1,500.

The reason he gave was that during the performance "certain ladies" left the stage and one of them "did assault the plaintiff with intent to kiss" him, "that said plaintiff attempted to push said young lady away, that said young lady did nevertheless kiss the plaintiff and that said plaintiff did not act to encourage this assault."

MONEY LENDER LOSES.

Court Refuses to Give Her List of City Garnishees.

Supreme Court Justice Cohalan refused today to grant the writ of mandamus sought by Mollie Schweller of No. 150 Nassau Street, to compel Comptroller Frederick to make public the list of 2,700 "judges and other high officials in the employ of the city" against whom garnishee executions are on file.

"The Comptroller's office may not be made a clearing house to assist a money lender in giving credit to city employees," said the decision of the court.

Mrs. Schweller asked the mandamus because she didn't want to stand credit to city employees whose salaries are tied up for weeks or months in advance.

AMERICAN FOOD SHIPS ARE SAFE, GERMANS NOW SAY

The Embassy at Washington Issues a Reassuring Statement.

NOT A PAPER BLOCKADE.

Text of German Proclamation Sent by Gerard Differs From Wireless Version.

WASHINGTON, Feb. 6.—The German Embassy declared in a statement issued today in regard to the decree placing the waters around the British Isles in the war zone that Germany "does not intend to molest or seize American vessels laden with food-stuffs for the civilian population of enemy countries."

The official text of the German Admiralty proclamation, transmitted by Ambassador Gerard to the State Department today, reveals that navigating routes to the north of the Shetland Islands and the eastern part of the North Sea, as well as a strip of thirty nautical miles along the Dutch coast, are not in the danger zone, but that the waters directly around Great Britain and Ireland comprise the prohibited areas. This differs from the report sent by wireless to Sayville, L. I.

The proclamation, according to the official text, makes it clear that "all enemy ships" found in the "zones of operations," as the areas are described, "will be destroyed and points out that contingencies may arise which may make it impossible always to save passengers and crew."

WARNING OF DANGER TO THE SHIPS OF NEUTRALS.

As for neutral vessels venturing into the war zone, the proclamation points out the dangers to which they "may be exposed" in view of the misuse of neutral flags by enemy ships, and declares that efforts to strike at belligerent vessels might in some cases unintentionally strike neutral vessels.

Officials here are awaiting the German Foreign Office memorandum before taking any further steps, as they believe that may explain the points on which there is now some doubt. If the areas described by the proclamation are defined as within the territorial waters of Great Britain and Ireland, a different situation may arise from that which would include extensive portions of the high seas.

Acting Secretary Lansing conferred with President Wilson over the developments, but the attitude of the United States was no more clearly defined than formerly.

"The German Ambassador," the statement issued by the Embassy today says, "has not received instructions regarding the decision of the German Admiralty, but according to the text of the decision the following seems clear:

"There is nothing new in the communication made on Feb. 4 by the German Admiralty with respect to the attitude of the German Imperial Navy toward ships of the enemy or toward neutral commerce. It is absurd to describe this as the proclamation of a 'paper blockade' of the British Isles. The communication is simply a statement of what has been since the beginning of the war, the attitude of the navies of all the belligerent powers toward ships of the enemy."

"A few months ago the English Admiralty proclaimed the closing of the

(Continued on Second Page.)

Wreck of Wooden Cars Burned on Ninth Ave. "L"; Commissioner McCall and Hedley at Scene of Crash

(Specially Photographed by an Evening World Staff Photographer.)



CATTLE PLAGUE NOW IN EIGHT CITIES

Stock Yards in All Ordered Closed After Animals in Transit Are Disposed Of.

WASHINGTON, Feb. 6.—Because of the discovery of foot and mouth disease in the stock yards at Chicago, Indianapolis, Louisville, Cincinnati, Columbus, Buffalo, Jersey City and Pittsburgh, Federal inspectors were instructed by telegraph today by the Agriculture Department to close all these yards for disinfection after the animals now in transit have been disposed of.

These animals will be allowed to go to their destinations, provided they have shown no symptoms of the disease and have not been handled in infected pens, and provided also that their destinations are within quarantined areas and that they were shipped for immediate slaughter. The question of reopening the closed yards will be determined later.

"MOONSHINE" VODKA DISTILLERIES FOUND ALL OVER RUSSIA.

PETROGRAD, (Via London) Feb. 5.—(Associated Press).—During the half year, since the sale of vodka has been prohibited there have been discovered 1,800 secret distilleries.

Many of them have been engaged in refining shellac and converting methylated spirits into alcoholic beverages.

OLD DAUNTLESS IS SUNK.

Once Famous Yacht Had Raced Across the Atlantic.

ESSEX, Conn., Feb. 6.—The houseboat Dauntless, once a noted yacht, sank at her moorings here last night. She was built at Mystic in 1886 and had been owned by many yachtsmen, among them being James Gordon Bennett.

The Dauntless was raced across the Atlantic many times, the chief contest being with the Comet for a \$10,000 prize, the Comet winning. As a houseboat the Dauntless was owned by Col. C. L. F. Robinson of Hartford.

M'Call, at Scene of Wreck On Ninth Avenue Elevated, Still Defends Wooden Cars

General Manager Hedley Sees Burned Wreckage, and Then Supports Commissioner's Arguments Against Steel Trains.

Public Service Commissioner Edward E. McCall heard of the wreck on the Ninth Avenue elevated at his home and hurried to the scene. He climbed to the elevated platform and stood looking at the wreck. The first car of a six-car wooden train had crunched its way half through the rear car of a seven-car wooden train and the mass of splintered floors and walls had burned to embers.

"Pretty bad wreck, isn't it, Judge?" asked a reporter for The Evening World.

"Yes," replied Mr. McCall, "it's mighty bad."

"Shows what wooden cars will do, doesn't it?"

"Oh, I don't know," Mr. McCall said. "It would take two years to put steel cars on the elevated lines. What are you going to do about it?"

"But," the reporter insisted, "if two steel trains came together, you don't believe they'd telescope and burn like this, do you?"

"I don't know about that," Commissioner McCall argued. "Mr. Hedley, who is here this morning, states it as his opinion that if two steel-car trains collided as these did to-day

the two cars that came together would have leaped upward and outward and fallen off the structure. Now, there you are. Take your choice."

"But, Judge," the reporter urged, "even if Mr. Hedley's theory has some merit, the records of other accidents don't bear him out. On the contrary, the steel cars have remained intact and were simply pushed ahead with a tremendous shock to the passengers. Fire has not followed, and there has been no telescoping."

"Well," said Mr. McCall, "the steel cars may be all right, but it would take two years to equip the elevated road with steel cars."

"But what do you think of the statement by steel companies that they could equip the New York elevated roads with steel cars in about six months?"

"Now," said Mr. McCall, "that's foolish and absurd. They can't do it. You know it and I know it. I say it would take two years to equip this system with steel cars. It is a tremendous job to turn out those cars."

(Continued on Seventh Page.)

GUARDS OVERPOWERED AS PASSENGERS MAKE MAD RUSH TO ESCAPE

South Bound Local on the Ninth Avenue "L" Crashes Into Crowded Express at 50th Street, Setting Two Cars Ablaze.

TERRIFIED WOMEN CLIMB THROUGH THE WINDOWS

A rear-end collision between southbound trains on the Ninth Avenue elevated at Fifty-third Street at 8.25 o'clock today during the height of the rush hour came within a hair's breadth of duplicating the great catastrophe at Fifty-third Street on the same line ten years ago.

The telescoping of two cars; a flash of fire which swept through the smashed cars within a few minutes after the impact; passengers hurled through windows and fighting at the doors—these were some of the events of a moment.

The injured numbered more than twenty.

This is the list of the wounded, as the police and officials of the Polytechnic Hospital have it at present:

Aldrich, George F., of No. 824 St. Nicholas Avenue; burned on the hands, face and body.

Ballantine, A. L., of No. 127 West One Hundred and Sixth Street; burned on the hands and face.

Cunningham, John J., of No. 68 West Eighty-ninth Street; burns and cuts about the face and body.

Doran, John, of No. 4607 Park Avenue, motorman of the train which did the colliding; compound fracture of the right leg, which was severely severed from the body; cuts and burns.

Grand, John, of No. 2794 Eighth Avenue; cuts and burns about face and hands.

Redmond, Leo, of No. 302 East Eighty-seventh Street; cuts and burns.

All of these named were taken to the Polytechnic Hospital only a few hundred feet away from the scene of the wreck. A score and more others who were treated at a temporary dressing station established by doctors and nurses of the hospital on the platform at the Fifty-third Street station, went to their homes without giving their names to the police.

Fog and, it may develop, the overrunning of signals by the motorman of the colliding train were the causes of the accident.

HEAVY MIST VEILED TRAIN AT THE STATION.

In a dense blanket of mist a southbound local-express drew into the Fifty-third Street station at 8.25 o'clock. It was a seven-car train; the last car projected about 25 feet beyond the station platform to the north. Hugh Quinn, of No. 24 West One Hundred and Thirty-fifth Street, and Henry Griese, of No. 2640 Eighth Avenue, were respectively motorman and conductor of this train.

A six-car local train, with John Doran in the motorman's box and Thomas Healy of No. 408 West Twenty-fourth Street serving as conductor, was crawling through the fog directly behind the local-express.

It passed the tower at Fifty-third Street, where, presumably, Doran got the signal to go ahead. The track from that point on to the Fifty-third Street station has a slight downward grade. The local train was moving smartly down through the fog in the direction of the Fifty-third street station.

With a crash that could be heard all over the surrounding neighborhood, the front car of the local rammed the seventh car of the local-express. It bit its way through wood and steel for a distance of ten feet into the rammed car, lifting it from its rear trucks and canting it over sideways in the direction of the middle of the elevated structure for a distance of four feet or more.

The motor car of the local train actually burrowed its way like a ground mole through the timber of the rammed car until the whole end of the car up-ended on the nose of the colliding car.

PANIC AMONG PASSENGERS ON BOTH CROWDED TRAINS.

Instantly there was panic. Both trains were filled with people hanging onto the straps. Fortunately the last car of the local-express had fewer people in it than any of the others, and there were not more than five or six at the rear end of this car. These were hurled from their seats by the impact away from the crunching teeth of the colliding cars.

Whole planks and twisted bits of steel were hurled many feet into the rear of the local-express's last car and glass showered over everybody in it as well as down into the street in a veritable cascade.

A chorus of screams warned everybody on the streets that a catastrophe had occurred.

Three city firemen happened to be in the local-express when the collision came. They were Fireman Sullivan of Engine No. 54, Corbett of Engine No. 50 and Hink of Engine No. 30.

They broke open one of the wall tool chests and, seizing axes and sledges, pushed their way through the fighting passengers back to the tangle of timbers which marked the position of the wrecked cars.

Flames from a short circuit had meanwhile made their appearance and were flicking up through the twisted timbers at the collision point.

The firemen heard the cries of Fireman Doran, who had been imprisoned in his motor box by the wreck of the train. They could not see him